

VIRGINIA ARGUS.

[XVTH YEAR.]

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TUESDAY, JULY 12, 1808.

[12 1-2 Cents Single.]

Richmond Price Current.

(CORRECTED WEEKLY.)

Tobacco,	84 00	CASH.
Wheat, new,	0 75	do.
Flour, superfine, new,	4 50	do.
Flour, fine,	4 00	do.
Corn,	2 25	do.
Hemp, clean, (per ton)	180 00	do.
Iron,	110 00	do.
Bacon,	11	do.
Whiskey,	42	do.

Poetry.

SONG.

TUNE—"ANACREON IN HEAVEN."

When our sky was illum'd by freedom's
bright dawn,
And our horizon glow'd with its beams all
resplendent;
A patriot host shout'd—"Hail to the morn
Which burst the vile shackles that held us
dependent.
Let each FREEMAN now swear
That his rights he'll declare,
And to shield them from harm with his life
will prepare;
For ne'er, till old ocean retires from his
bed,"
Will Columbians by Europe's proud ty-
rants be led.

Ye heroes whose blood seal'd these gene-
rous vows,
May your sons never forfeit the fruits of
your valor;
But at call of his country, each citizen rouse,
To maintain with his sword, that no foe can
enthral her.
Once more we will tell
That we never will sell
Those blessings we know how to value so
well:
For ne'er till old ocean retires from his
bed,
Will Columbians by Europe's proud ty-
rants be led.

See Britain, still hostile 'gainst justice ar-
ray'd,
Her murderous weapons prepar'd for our
nation;
Her coffers enrich'd with the spoils of our
trade,
And her minions commission'd to spread
devastation.
But her aims we defy;
To her arts we reply,
That in FREEDOM we live, or for FREE-
DOM we die.
For ne'er till old ocean retires from his
bed,
Will Columbians by Europe's proud ty-
rants be led.

Let traitors who feel not the patriot's
flame,
Talk of yielding our honor to Englishmen's
sway;
No such blemish shall sully our country's
fair fame,
We've no claims to surrender nor tribute to
pay.
Then tho' foes gather round,
We're on LIBERTY'S ground,
Both too wise to be trap'd, and too strong
to be bound:
For ne'er till old ocean retires from his
bed,
Will Columbians by Europe's proud ty-
rants be led.

From the deep we withdraw till the tem-
pest be past,
Till our flag can protect each American
cargo,
While British ambition's dominion shall last,
Let us join heart and hand to support the
EMBARGO,
For EMBARGO and peace
Will promote our increase;
Then embargo'd we'll live, till injustice
shall cease;
For ne'er till old ocean retires from his
bed,
Will Columbians by Europe's proud ty-
rants be led.

REPORT

OF THE SECRETARY OF THE TREASURY

ON THE SUBJECT OF

PUBLIC ROADS & CANALS,

MADE IN PURSUANCE OF

A RESOLUTION OF SENATE OF MARCH 2.

(Continued.)

V. NEUSE AND BEAUFORT.

The harbor of Beaufort, in North Ca-
rolina, and which must not be confounded
with that of the same name in South Ca-
rolina, admits vessels drawing eighteen
feet of water. Ocracoke inlet, the only
navigable entrance into the Pamlico and
Albemarle sounds, that extensive estuary
of the rivers Chowan, Roanoke, Tar and
Neuse, has less water, and is seventy miles
from Newbern, on the last mentioned ri-
ver. The distance between Newbern, or
Beaufort river and the Neuse, being only
three miles, and the elevation of the high-
est intervening ground no more than se-
ven feet above the tide water, a canal uni-
ting the two rivers, was undertaken by a
company incorporated for that purpose
by the state of North Carolina. All the
shares have, from particular circumstan-
ces, become the property of one indivi-
dual; and the work which had been com-

menced some years ago, is now suspen-
ded.

VI. CAPE FEAR RIVER.

A company incorporated by the same
state, for improving the navigation of this
river, after having exhausted a portion of
their funds, which did not exceed twelve
thousand dollars, in fruitless attempts to
improve the natural navigation of the ri-
ver, have opened a canal with a lock,
which opens a safe passage around the
Buck horn or great falls, seven miles be-
low the junction of the Deep and Haw ri-
ver. Another canal, six miles in length,
with two locks, is necessary around Sim-
on's falls. Nearly half that distance has
been completed; but the work is now sus-
pended for want of funds. The legislature
has lately authorized the company to en-
crease their capital.

VII. NEW ORLEANS.

The canal Carondelet, which has al-
ready been mentioned, extends from
Bayou St. John, to the fortifications or
ditch of the city, and thereby opens an
inland communication with Lake Pontchar-
train. A company is incorporated by the
territorial legislature, for the purpose of
repairing and improving that work, and of
uniting the canal by locks with the Mis-
sissippi. Independent of other advanta-
ges, this undertaking would enable go-
vernment to transport with facility and
use the same naval force for the defence
of both the Mississippi and Lake Pontchar-
train, the two great avenues by which
New Orleans may be approached from the
sea.

TURNPIKE OF ARTIFICIAL ROADS.
A great number of artificial roads have
been completed in the eastern and mid-
dle states, at an expense varying from less
than one thousand to fourteen thousand
dollars a mile. The labor bestowed on
the least expensive species consists in
shortening the distance, diminishing the
ascent of hills, removing rocks, leveling,
raising and giving a proper shape to the
bed of the roads, draining them by ditches,
and erecting bridges over the inter-
vening streams. But the natural soil
of the road is used, instead of covering
it with a stratum of gravel or pounded
stones.

It appears by one of the papers mark-
ed (D.) under which letter will be found
all the information which has been obtain-
ed respecting roads, that fifty turnpike
companies have been incorporated, since
the year 1803, in the state of Connecti-
cut alone; and that the roads undertaken
by those companies are all of that descrip-
tion.—Thirty nine of those roads extend-
ing together 770 miles, are completed.
The most expensive is that from New
Haven to Hartford, which has cost 79,361
dollars, or the distance being 34 miles
and three quarters, at the rate of 2,280
dollars a mile; but about 18,000 dollars
of the capital have been expended in the
purchase of the land through which the
road is carried. The net income on this
road, deducting the annual repairs and
expenses from the annual tolls does not
exceed 3000 dollars. Of six of the roads,
which together extend 126 miles, no ac-
count has been received. The other thirty
two extend together 615 miles, and
have cost only 240,000 dollars, or on an
average at the rate of 550 dollars a mile;
and it seems that the aggregate of annual
toll on the whole is 86,000 dollars; from
which deduction the annual repairs and
expenses, amounting to 38,600 dollars,
leaving a net income of 47,400 dollars or
of about eleven per cent. on the capital
expended.

No particular account has been received
of the roads in the other eastern states;
but it is known that besides some of a
similar description with those of the state
of Connecticut, several of a more expen-
sive kind have been completed, particu-
larly in Massachusetts. The cost have
varied from 3000 to 14,000 dollars a
mile; and amongst artificial roads of the
first grade may be mentioned those from
Boston to Providence, to Salem, and to
Newburyport. These are all covered
with an artificial stratum of gravel or pound-
ed stones, finished in the most substan-
tial manner. Great expense has also
been incurred in order to shorten the
distance without exceeding the angle of
ascent, which is fixed at 5 degrees; and
it is stated that the road to Newburyport,
32 miles in length, and in which marshes
and rocks presented considerable obsta-
cles, has cost 400,000 dollars, or at the
rate of 12,500 dollars a mile. Those ex-
pensive roads, however useful and per-
manent, appear to be much less profit-
able than those of Connecticut. The Sa-
lem road is said to yield six per cent.,
another road has been stated as yielding
eight per cent. the income of all the others
in the state of Massachusetts is said not
to exceed on an average three per cent.
and that of the road from Boston to New-
buryport amounts to no more than two
per cent.

A greater capital has been vested on
turnpike roads in the state of New York,
than in any other. In less than seven

years, sixty-seven companies have been
incorporated, with a nominal capital of
near five millions of dollars, for the pur-
pose of making more than 3000 miles of
artificial roads; and twenty one other
companies have also been incorporated
with a capital of 400,000 dollars; for the
purpose of erecting 21 toll bridges. Al-
though no particular account has been re-
ceived either of the capital actually ex-
pended, or of the annual amount of tolls,
or of the materials of the roads, it is known
that great progress has been made; and it
has been stated that nine hundred miles
of road were already completed by 28
companies, whose capital amounted to
1,800,000 dollars, and who had 200 miles
of road more to finish.

Those roads extend in every direction,
but particularly from every town or village
on the North river, westwardly and north-
westwardly, towards the waters of the Sus-
quehanna, and those of the great lakes.
The most expensive is that from Albany
to Schenectady, fourteen miles long, and
which has cost at the rate of ten thousand
dollars a mile. Near 140 miles of roads
extending westwardly from Albany and
Schenectady, appear to have cost at the
rate of 2,500 or 3,000 dollars a mile.—
The expense of all the others does not seem
on an average to exceed 1,250 dollars a
mile.

More detailed information has been ob-
tained respecting the roads in New Jersey,
Pennsylvania and Maryland.

In New Jersey a turnpike road has
lately been completed from Trenton to
Brunswick. The distance is 25 miles;
the greatest angle of ascent 3 degrees,
and the road is nearly in a straight line.
The only considerable obstruction being
the "Sand Hills," thro' which it was ne-
cessary to dig at the depth of 30 feet in
order not to exceed the angle of ascent.
The road is 36 feet wide, 15 feet of which
are covered with about 6 inches of gravel.
A few wooden bridges with stone abut-
ments and piers have been erected across
the intervening streams. The whole ex-
pense is stated at 2,500 dollars a mile.
From Brunswick the road will be ex-
tended to Elizabeth town, and the work is
now progressing. Another road has been
undertaken in the same state from Bruns-
wick to Easton, on the river Delaware.—
The distance is 43 miles, of which eleven
have been completed at an expense of
40,000 dollars. This road will be more
expensive than the preceding, both on ac-
count of the ground, the bridges being
more numerous, and the Blue Ridge, (Mus-
concong mountain) intervening; and be-
cause a more substantial facing or greater
thickness of gravel is requisite. The
funds of the company are exhausted.

In Pennsylvania artificial roads of the
most substantial kind, have been comple-
ted, or are progressing, from Philadelphia,
in sundry directions.

The principal are to Bristol and Tren-
ton, 12 miles of which are completed; to
Germantown and Perkiomen, with two
branches to Willow Grove, and to Ches-
nut Hill; and to Lancaster and Columbia,
with a branch to Harrisburgh.

The distance from Philadelphia to Per-
kiomen is 25 miles and a quarter; the
two branches extend, one 10 miles and
the other 7 miles and a half; making to-
gether near 43 miles. The angle of as-
cent is 4 degrees; the breadth of the road
fifty feet, of which 23 feet, having a con-
vexity of 15 inches, are covered with a
stratum either of gravel 18 inches thick
or of pounded stones 12 inches thick.—
One half of the stone forming the lower
part of the stratum, are broken into pic-
ces not more than five inches in diameter;
the other half or upper part of the stratum
consists of stones broken into pieces
not more than two inches and a half in
diameter; and this difference in the size
of the stones is represented as a consi-
derable defect. Side or summer roads ex-
tend on each side of the gravel or stone
road. The five miles next to Philadel-
phia have cost at the rate of 14,517
dollars a mile. The other 20 miles
and a half at the rate of 10,490 dollars
a mile. Yet there were no natural im-
pervements, and only small bridges or cul-
verts were necessary. The capital ex-
pended on these 25 miles and a half is 285,
000 dollars, the tolls amount to 19,000 dol-
lars; the annual repairs and expenses to
10,000 dollars; the net income to about
9,000 dollars, or little more than 3 per cent
on the capital expended.

(To be Continued.)

Extract from evidence of the British Or-
ders, delivered before the English Parlia-
ment.

(Mr. Mann's evidence concluded.)

Do you know of any vessels condemned
in consequence of that decree? Certainly
not condemned.

Do you know any which were taken in
and released? A vessel called the Shep-
herd, was carried in with British goods;
she was released, and the master of the
privateer broken for taking her, as I un-
derstood.

Should you not expect, that if the orders
of council were not revoked, the embargo
would not continue in America? I certainly
should draw that inference, that it would
not continue; viewing the embargo as a
consequence of the orders in council, I
should conceive, that directly on the orders
in council being withdrawn, the embargo
would be raised.

If the Americans are prevented from
sending the produce of their own country
to the continent of Europe, will they not
be unable to pay this country for a large
portion of her manufactures? They will
certainly be unable; the depreciation of
the value of their produce will totally dis-
able them from paying their debts to En-
gland.

Do not you consider that it is only by en-
abling them to dispose of that produce that
they are able to pay us for the manufac-
tures which are shipped to them? Cer-
tainly, I conceive that the remittances from
America in native produce are about two-
fifths, and that three-fifths are paid by re-
mittances of native produce to the continent
of Europe.

MARCH 22—Alexander Glennie.

In what way have you ever heard, since
the Berlin decree, of American vessels be-
ing detained and carried into French, Span-
ish, or Dutch ports? We have frequently
had advice of American vessels being de-
tained in the Dutch ports, vessels with
which we had no concern.

Did you not hear that all those ships
were afterwards released?—Yes; I do not
recollect to hear of any being condemned
either in the French or Dutch ports.

Have you heard also of several Ameri-
cans proceeding from this country to those
ports having been detained and afterwards
released? I have heard of many vessels
which were understood to have gone direct
from ports in Great Britain being under
detention, and being afterwards released;
but I cannot say I have heard positive that
the whole have been released.

Do you recollect to have heard of any
not being released, but being condemned?
No, I have not.

In the whole extent of your correspon-
dence? I am positive we never had any
advice of any ship being condemned.

Whether ships in which you were con-
cerned, or otherwise? I mean it to apply
to any real American, any which I should
describe as a bona fide American ship, be-
ing condemned in an enemy's port, until
within this last fortnight or three weeks.

Do you recollect at what rate insurances
were effected on risks from Yarmouth to
Tonnigen, in the month of February, 1807?
At three guineas per cent, including 1
risk.

This you consider a winter premium?
It is a premium adequate to that season of
the year; the risk to Tonnigen is consid-
ered as double what it is in peacable times.

From London to Antwerp? I have no
instances of our house doing any risk from
London to Antwerp in that month; in
March we did a risk from London at six
guineas per cent. to return two if the ves-
sel discharged at Tonnigen.

From Baltimore to Amsterdam in the
month of August, 1807? In August, 1807,
we did a risk from Baltimore to Amster-
dam against all legal risks at four guineas
per cent.

In the month of November, from Balti-
more to Amsterdam? In November, 1807,
we did two vessels from Baltimore to Am-
sterdam at ten guineas per cent. and on
referring to this, I find a memorandum
made on our letter of order, that this would
have been at 4 per cent. if warranted from
British capture. One of those vessels was
afterwards warned into Great Britain, and
we got a return of 6 per cent. from the un-
derwriters from her discharging in Great
Britain.

From Baltimore to Trieste? In Decem-
ber, 1807, we paid fifteen guineas per cent.
and I find also, on referring to our memo-
randum at that time, it was stated, if free
from Prussian capture, it could have been
done at 6 per cent.

Mr. Hinckley.

You understand, that the effect of the
Berlin decree, in raising insurances, was
not permanent? I recollect that when the
decree was first known it produced a rise
of premiums, and was very soon after re-
ported and generally believed, that Mr.
Armstrong had communicated to Mr. Mon-
roe here, that that decree would not be
acted upon at all, as it respected the Ameri-
can flag.

Since which the premium has been at the
usual rate? Since which, till late in the
last year and beginning of the present year,
when it has been very much increased.

Mr. James Cropper.

In what profession are you engaged? I
am a merchant.

In what line? The American and Irish
trade.

In what article particularly? The gen-
eral produce of those countries, and parti-
cularly corn.

Are you of opinion, that, without a fur-
ther supply of corn, the stock in this coun-
try would be adequate to its wants, till
those wants be supplied by the next har-
vest? I am of opinion there is a considera-
ble danger that the stock now in the coun-
try will not be adequate till the next har-
vest.

Will you state the grounds of your opi-
on? This country, for the last twenty
years, has imported almost every year, for-
eign corn to a very considerable extent;
and from that I conclude it is to a consid-
erable extent dependent on foreign supplies.

Whence have those supplies been princi-
pally derived? The supplies have been
principally derived from the north of Eu-
rope, next from America, some from Can-
ada, and from Ireland.

Have you occasion to know whether the
crop of wheat in this country has been good
or not, as a corn merchant? Being in that
trade, I have made many enquiries, and
the result of those enquiries are, so far as
general opinion, that the crop of wheat is
good, and I believe that opinion to be cor-
rect.

What sort of crops do you suppose those
of other sorts of grain to have been the
last year? The crop of oats, from infor-
mation I have received, I conceive to be a
short crop, and that it received very ma-
terial injury by wet weather in Scotland,
some parts of the north of England, and in
the north of Ireland.

In Lincolnshire, have you occasion to
know that the crop of oats has been defi-
cient? I have seen a sample of oats that I
was told came from Lincolnshire, and which
weighed, as I am informed, only 22 pounds
the Winchester bushel; and I have been
informed that there is a considerable quan-
tity of that description, from which I sup-
posed the crops were bad.

What would it have weighed? From
thirty six to forty pounds the Winchester
bushel.

Do you know any thing of the black crop
peas? The crop of peas, I understand,
upon the whole, are considered to produce
little more than the seed.

Beans? Beans are considered a better
crop than peas, but still a defective one.

Had you occasion to know any thing of
the crops of potatoes last year? I believe
that to be a short crop in the north of En-
gland, to be a short crop in Scotland, and
to have received in Ireland, very material
injury, from a considerable part of them
being out during the frost.

You have stated that a considerable part
of the corn which you have dealt in came
from the Baltic and other parts of Europe;
do you expect now to receive any such sup-
plies? I did not particularly state that the
corn I dealt in came principally from the
Baltic, but that the imports were from the
Baltic; I have imported corn from the
Baltic, but principally from America;
but at present I do not expect it from either.

Do you know of any persons in the same
trade importing from the Baltic?—I know
of persons who have imported it, but at
present I conceive no persons can import it.

It used to come in neutral ships from the
Baltic and other parts of the continent? It
used to come in ships that were then neu-
tral from Prussia, but I do not know that
any has come since Prussia was subject to
the enemy.

(To be Continued.)

NEW YORK, July 4.

LATEST FROM ENGLAND.

The ship Cornplanter, Gillies, on her
passage from London for Philadelphia, ran
ashore on Monday last near Montog point,
Long Island, where she lay fifteen hours,
but was got off by the assistance of several
whale boats, and has proceeded for Phila-
delphia.

Eight of her passengers reached New-
York on Saturday afternoon; and one of
them has favored the Editor of the MERRI-
CANTILE ADVERTISER with the London
Courier of May 11th, from which the sub-
joined extracts are copied.

We learn verbally, from the Passengers,
that the Cornplanter left Gravesend on the
5th May, Deal on the 14th, passed Scilly
on the 18th, and saw a ship which was
supposed to be the Osage from Falmouth
for New-York, so that she may be hourly
expected. They understand that our af-
fairs with Great Britain were not in the
most favorable train of adjustment; and
that the Cornplanter had dispatches from
Mr. Pickney to the Government. The
British orders in Council were still in
operation, and not likely to be rescin-
ded.

The Cornplanter has a cargo of dry
goods and the following passengers:—
Messrs. Richardet, Lawrence, E. & J.
Gibson, Savage, Morton, Compton, d'Al-
vada, Capt. Moores, Mrs. Partridge, and
two children. The first four gentlemen
have proceeded in the vessel to Philadel-
phia.

From the London Courier of May 11th.
London, May 10.

The Renommee-frigate is arrived with
Dispatches from Admiral Purvis, whom
she left about a fortnight since. It is said
that the news she brings confirms the re-
port of the combined Toulon and Roche-
fort squadrons having got safely back to
Toulon. The Spartan frigate, capt. Bren-
ton, saw ten sail of the enemy's ships on
the 8th off of Cardinia, steering down
the Mediterranean.

The expedition sailed from Yarmouth
yesterday morning, with a fair wind for
the Northward. It was a grand spectacle.
The Naval force consists of 9 sail of the
line, 5 frigates, 6 sloops, and 15 gun brigs,
with upwards of 200 sail of transports with
troop, 80 of which have horses on board.
Several gun boats accompany the expedi-
tion; they are made upon a new con-
struction; they draw only two feet water,
and carry a long 18 pounder, and a car.